

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 24-25, 2021

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.2c.(6), Action Item

Prepared By: Philip J. Stolarski, Chief
Division of Environmental Analysis

Subject: **APPROVAL OF PROJECT FOR FUTURE FUNDING CONSIDERATION
RESOLUTION E-21-36**

ISSUE:

Should the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolution E-21-36?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission, as a responsible agency, approve the attached Resolution E-21-36.

BACKGROUND:

08-Riv-60, PM 20.0/22.0 RESOLUTION E-21-36

The attached resolution proposes to approve for future funding consideration the following project for which a Final Environmental Impact Report (FEIR) has been completed:

- State Route (SR) 60 in Riverside County. Reconstruct and improve the SR 60/World Logistics Center Parkway interchange in Riverside County. (EA 0M590)

This project is located on SR 60 in Riverside County. The project would construct modifications to the existing SR 60/World Logistics Center (WLC) Parkway interchange from postmile 20.0 to postmile 22.0 on SR 60. Major improvements to the interchange would include the following: reconstruction of the westbound and eastbound SR 60 on-and off-ramps; replacement of the existing WLC Parkway Overcrossing to provide a minimum 16.5 feet vertical clearance and additional through and turn lanes; addition of auxiliary lanes in each direction from SR 60/WLC Parkway to the Redlands Boulevard (west) and Gilman

“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability”

Springs Road (east) interchange on- and off-ramps. The total estimated project cost for this project is \$71,000,000 for construction and \$28,000,000 for right of way from Local funds. Construction is estimated to begin 2024-25.

A copy of the FEIR has been provided to Commission staff. Resources that may be impacted by the project include paleontological resources, Climate Change/Greenhouse Gas (GHG) emissions, and noise.

Potential impacts associated with the project can all be mitigated to below significance with the exception of Climate Change/Greenhouse Gas (GHG) emissions and noise, for which a Statement of Overriding Considerations was prepared. As a result, an FEIR was prepared for the project.

Attachments

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 08-Riv-60, PM 20.0/22.0 Resolution E-21-36

- 1.1 WHEREAS**, the California Department of Transportation (Department) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- State Route (SR) 60 in Riverside County. Reconstruct and improve the SR 60/World Logistics Center Parkway interchange in Riverside County. (EA 0M590)
- 1.2 WHEREAS**, the Department has certified that a Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Final Environmental Impact Report.
- 1.4 WHEREAS**, the project will have a significant effect on the environment.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby support approval of the above referenced project to allow for consideration of funding.

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: State Route 60 / World Logistics Center Parkway Interchange Project

2019110505	Antonia Toledo	(909) 501-5741
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route (SR) 60 in Riverside County.

Project Description: Reconstruct and improve the State Route (SR) 60/World Logistics Center Parkway interchange in Riverside County.

This is to advise that the California Transportation Commission has approved the above described project on

(Lead Agency/ Responsible Agency)

March 24-25, 2021, and has made the following determinations regarding the above described project:

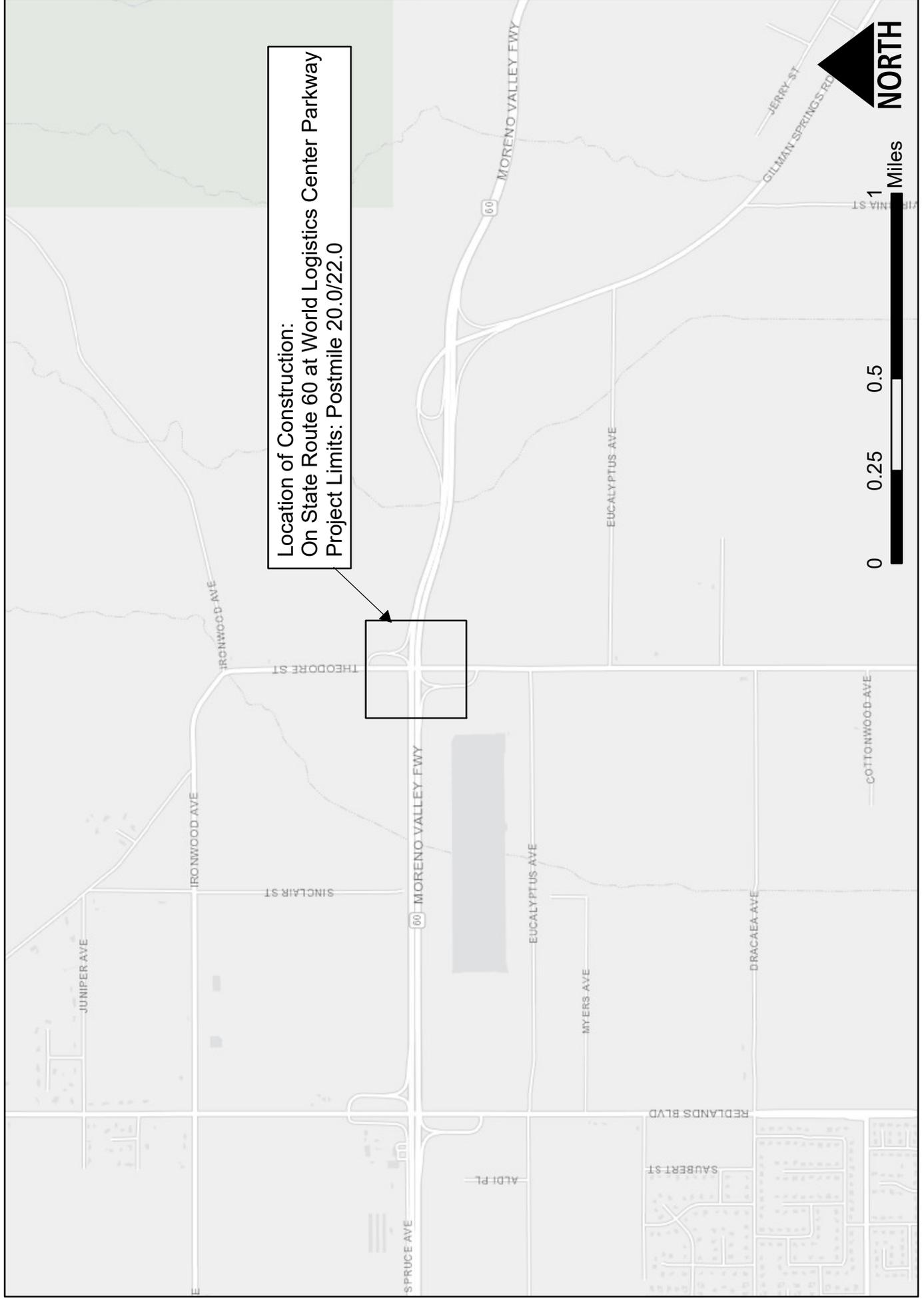
1. The project (will/ will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (were/ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (was / was not) adopted for this project.
5. A Statement of Overriding Considerations (was / was not) adopted for this project.
6. Findings (were/ were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans District 8, 464 W. 4th Street, San Bernardino, CA 92401.

MITCH WEISS		Executive Director California Transportation Commission
<i>Signature (Public Agency)</i>	<i>Date</i>	<i>Title</i>

Date received for filing at OPR:

Project EA 08-0M590 Vicinity





Project Name: SR-60/WLC Pkwy Interchange Project
DIST-CO-RTE-PM: DISTRICT 8 – RIV – 60 (PM 20.0/22.0)
EA: 0M590
EFIS ID: 0813000109

CALIFORNIA DEPARTMENT OF TRANSPORTATION
STATEMENT OF OVERRIDING CONSIDERATIONS FOR
STATE ROUTE 60/WORLD LOGISTICS CENTER PARKWAY INTERCHANGE
PROJECT
RIVERSIDE COUNTY, CALIFORNIA

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15093). Reference is made to the Final Environmental Impact Report (FEIR) for the project, which is the basic source of the information.

The following impacts have been identified as significant and not fully mitigable:

1. **Climate Change/Greenhouse Gas (GHG) Emissions:** Although the project would improve traffic operations and reduce GHG emissions compared to the No Build Alternative, it would not reduce GHG emissions from the existing condition and therefore would not contribute to achieving statewide GHG emissions reduction goals. Therefore, the impact would be potentially significant and unavoidable under CEQA for all the Build Alternatives. Project operational Mitigation Measures GHG-6 through GHG-11 would reduce this impact, but not to a less than significant level.
2. **Noise:** The project would result in substantial increases in permanent noise levels at Receptors R-25 and R-28 within the project area resulting in a significant impact. Implementation of Mitigation Measure N-2, which requires construction of noise barriers on private property to reduce noise levels at the two receptors, would reduce traffic noise levels to acceptable noise levels, and permanent noise levels would be a less than significant impact under CEQA. However, the property owners at Receptors R-25 and R-28 must accept the mitigation for installation of noise barriers to constitute a less than significant impact under CEQA. Both property owners at Receptors R-25 and R-28 were mailed letters during public review of the Draft EIR/EA so as to indicate their preference for construction of noise barriers. The property owners at Receptor R-25 indicated they were not in favor of the proposed noise barrier, and the property owners at Receptor R-28 indicated they were in favor of a 14-foot noise barrier. Because the property owners at Receptor R-25 indicated



they were not in favor of the proposed noise barrier, the permanent noise levels would be significant and unavoidable under CEQA at Receptor R-25.

- 3. Cumulative Effects:** As discussed in detail in Section 2.23, Cumulative Impacts, in the FEIR, the project may result in adverse impacts to Noise and Climate Change/GHG emissions. Extensive measures included in the FEIR would reduce potential adverse effects of the project related to noise and climate change/GHG emissions. However, those measures are not sufficient to reduce the potential contribution of the project to cumulative impacts related to those environmental parameters to below a level of significance under CEQA.

Overriding considerations that support approval of this project are provided as follows.

Purpose. The purpose of the project is to:

- Improve existing vertical and horizontal interchange geometric deficiencies;
- Provide increased interchange capacity, reduce congestion, and improve traffic operations to support the forecast travel demand for the 2045 design year; and
- Accommodate a facility that is consistent with the City of Moreno Valley General Plan.

Need. The project is needed for the following reasons:

- **Roadway Deficiencies:** The existing overpass bridge was constructed in 1964 and does not meet current geometric standards related to vertical clearance. Current Caltrans standards require 16 feet 6 inches of minimum vertical clearance in the ultimate condition. The existing vertical bridge clearance is 15 feet 2 inches. The overpass bridge was hit by an excavator hauled on a flatbed trailer in January 2015 and a costly emergency repair project was required and involved closure of the overpass bridge. Additionally, the overpass bridge was hit by an unknown vehicle in June 2019, and repairs were performed. Additional geometric deficiencies include non-standard ramp geometry and a lack of pedestrian facilities that are in compliance with the Americans with Disabilities Act (ADA).
- **Safety:** The SR-60 eastbound mainline Fatal + Injury and total accident rates are higher than the statewide average rates with the Fatal segment less than the statewide average rate for similar facilities. The Fatal + Injury accident rate is higher than the statewide average rate for all segments except for the westbound and eastbound on-ramps from the WLC Pkwy segment. The total mainline and ramp accident rates are higher than the statewide average rates for all segments except for the westbound on-ramp from the WLC Pkwy segment. The project is anticipated to improve collision rates by providing standard ramp geometry, adding auxiliary lanes, and improving the WLC Pkwy Overcrossing to meet vertical clearance standards (i.e., 16 ft 6 inches).



- **Capacity/Transportation Demand:** According to the Demographics and Growth Forecast prepared for the 2016 SCAG RTP/SCS, between 2012 and 2040, Riverside County's population is expected to increase by 42 percent, households are anticipated to increase by 52 percent, and employment is anticipated to increase by 90 percent. For Moreno Valley specifically, between 2012 and 2040, population is anticipated to increase by 30 percent, households are anticipated to increase by 41 percent, and employment is anticipated to increase by 165 percent. Without the proposed improvements, the interchange intersections and SR-60 mainline are anticipated to operate at unacceptable levels of service (LOS) by Design Year 2045 (acceptable LOS is LOS D or better). Per the Caltrans Policy on Transportation Impact Analysis and CEQA Significance Determinations for Projects on the State Highway System Memo (dated September 10, 2020), which includes the Policy Implementation Timing, "For projects initiated on or after December 28, 2018 which have reached or will reach Caltrans' Milestone 020 ("Begin Environmental") before September 15, 2020, the April 13, 2020 Implementation Timing Memorandum (VMT CEQA Significance Determinations for State Highway System Projects Implementation Timeline Memorandum) should be consulted." The project began environmental studies (i.e., Milestone 020) before December 28, 2018. Therefore, VMT-based transportation impact analysis per Section 15064.3 of the State CEQA Guidelines was not required for this project EIR.
- **Social Demands and Economic Development:** • As discussed above in Capacity/Transportation Demand, according to the Demographics and Growth Forecast prepared for the 2016 SCAG RTP/SCS, between 2012 and 2040, Riverside County's population is expected to increase by 42 percent, households are anticipated to increase by 52 percent, and employment is anticipated to increase by 90 percent. For Moreno Valley specifically, between 2012 and 2040, population is anticipated to increase by 30 percent, households are anticipated to increase by 41 percent, and employment is anticipated to increase by 165 percent. The project will provide a facility that is consistent with the City of Moreno Valley General Plan and would be beneficial to the social demands and economic development of the project area.
- **Modal Relationships and System Linkages:** The SR-60/WLC Pkwy Interchange Project has been planned to be consistent with the transportation goals as identified in the City of Moreno Valley General Plan. Project improvements would accommodate the movement of people using multiple modes of transportation with community-based design and take into consideration the natural environment, social environment, and transportation behavior. Regarding equestrian, bicycle, and pedestrian users, the project would be consistent with the City's Master Plan of Trails to implement a multi-use trail along WLC Pkwy from Eucalyptus Avenue to the northern project limit.
- **Air Quality Improvements:** The project would improve traffic operations and therefore reduce GHG emissions compared to the No Build condition. Although GHG emissions will increase in future years compared to existing conditions with or



without the project due to anticipated regional growth, the project would reduce GHG emissions in both the opening and design years compared to the corresponding No Build Alternative.

Conclusion

The project proposes to reconstruct the SR-60/WLC Pkwy interchange in a modified partial cloverleaf configuration with roundabout intersections on WLC Pkwy within the project limits. The project would meet the purpose and need; the No Build Alternative would not meet the purpose and need.

Caltrans concludes, based upon the whole of the record, that the improvements to roadway deficiencies, safety, mobility, and air quality, outweigh the unavoidable environmental impacts associated with its construction and operation, and determines that said benefits override the significance of its associated adverse impacts.

David Bricker

Deputy District Director, District 8
Division of Environmental Planning
California Department of Transportation (Caltrans)
CEQA and NEPA Lead Agency

Signature

12/10/2020

Date